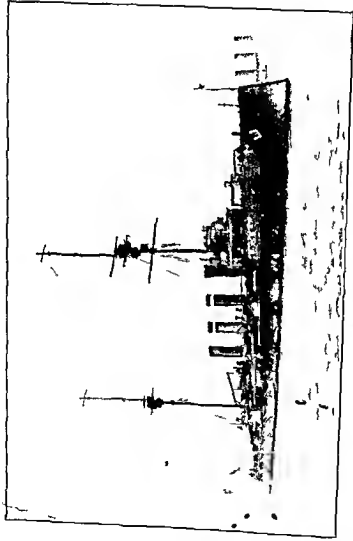


TO INDIA WITH THE  
KING AND QUEEN

H M S COCHRANE,



# TO INDIA WITH THE KING & QUEEN

1911 - 1912

By

A. W. FURNESS

*Yeoman of Signals, H M S "Cochrane," one of the Escort*

Author of

"A Man-of-War in the East Indies."

ILLUSTRATED



LONDON

## PREFACE

THE Author wishes it to be distinctly understood that this brief account of the voyage to India is written chiefly to give some idea of the routine of Man-of-War life when carrying out such an honourable duty as Escort to their Majesties ; and also to give to those who participated therein some means of refreshing their minds with the details of a journey that will ever be recalled with pride.

The Author's special thanks are due to H. BUCKIE for his generous and whole-hearted assistance, and to E. R. A. THATCHER for so kindly allowing him to reproduce the many excellent photographs included in this "Log."

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# LIST OF OFFICERS

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## H.M.S. "Medina"

### OFFICERS :

Rear-Admiral—Sir COLIN R. KEPPEL, K.C. V.O.  
C.B., D.S.O.

#### *Personal Staff.*

Secretary—R. BUTCHER, M.V.O.

Flag-Lieutenant—H. S. BOWLBY.

#### *For General Staff Duties.*

Engineer-Captain—W. ONYON.

Engineer-Lieutenant—H. A. BROWN.

Fleet-Surgeon—R. HILL, M.V.O.

Clerks to Secretary—F. T. SPICKERNELL ; A. S.  
HOLBORN.

Captain—A. E. M. CHATFIELD, M.V.O.

Commanders—L. C. S. WOOLLCOMBE ; G. N.  
TOMLIN (navigating duties).

Lieutenants—The Hon. R. O. B. BRIDGEMAN ;  
B. R. POE ; R. H. L. BEVAN ; the Hon. H. LEGGE ;  
the Hon. C. A. COLVILLE ; W. H. P. SWENY  
(R.N.R.).

Engineer-Lieutenant—F. G. HADDY, M.V.O.

Major, R.M.A.—P. PHILLIPS.

Lieutenants, R.M.A.—R. W. HUTTON ; J. M.  
DUKE.

Chaplain—Rev H D DIXON WRIGHT, M A

Fleet Paymaster—B C ALLEN

Surgeon—J C BUNGAN M B

Sub-Lieutenants—H C LEGGE, L H K<sup>t</sup>  
HAMILTON, R H V BUXTON

Assistant Paymaster—H MILLER

Band Master, R M A 2nd Lieutenant—B S  
GREEN

Gunners—A J FRANKLAND (torpedo duties)  
W H J PARKIN

Boatswain—W STAPLES

Signal Boatswain—C EDDY

Warrant Telegraphist—P CARTER

Carpenter—W H RICHARDS

Artificer Engineer—G H A FOOTE

Keeper and Steward of Royal Cabins—S M  
HAMMOND

Officers—36 Men—58½

## H.M.S. "Cochrane"

### OFFICERS

Captain—W E GOODENOUGH M V O

Commander—H H SMITH

Lieutenants—A G CRAWFORD (Gunnery and  
first Lieutenant—promoted to Commander at  
Bombay) A H NORMAN (navigating duties)  
J C HOLMES R C HAMILTON (torpedo duties)  
P G WODEHOUSE the Hon F J W VERNON



R. G. DUKE ; G. H. CRESWELL ; G. W. N. BOYNTON ; R. W. BUCK (R.N.R).

Engineer-Commander—W. C. STEVENS.

Engineer-Lieutenant—J. W. ALEXANDER.

Captain, R.M.A.—A. G. B. BOURNE, M.V.O.

Chaplain—Rev. A. H. H. M. NORRÉGAARD, M.A.

Fleet-Surgeon—J. A. KEOGH, M.B., B.A.

Staff Paymaster—C. F. WITHELL.

Staff-Surgeon—F. M. V. SMITH.

Sub-Lieutenants—J. F. H. POLLEN ; C. A. A. LARCOV ; H. G. S. LAING.

Engineer Sub-Lieutenant—D. H. L. GILL.

Assistant Paymasters—C. T. PHILLIPS ; D. R. THURSTAN.

Gunners—A. E. WAY ; L. GITSHAM ; G. E. HARRISON ; W. A. H. BARKER (torpedo duties)

Boatswain—E. SEARLE.

Signal Boatswain—H. SWANNELL

Carpenter—A. J. GRIFFITHS

Artificer-Engineers—F. M. ROBINSON ; W. J. HAYDEN ; T. MAXTED ; C. E. MORRIS.

Midshipmen—H.S.H. Prince GEORGE OF BATTENBERG, L.V.H.S. ; P. G. SINGER ; H. HAMILTON ; M. G. B. COX ; E. R. W. JAMES ; K. M. G. CAMPBELL ; A. E. M. CUNNINGHAME-GRAHAM ; D. N. C. TUFNELL ; H. R. G. KINAHAN ; M. E. EAST ; C. G. CHAPLIN ; L. B. FRANKS ; C. S. MCL. PRINSEP.

Displacement—13 550 tons, Length, 480 ft, Beam, 73½ ft, Horse power—natural draught, 23,000 forced draught, 23 500, Built—Govan, 1905, Armament, 6 9 2 in, 4 7 5 in, 1 12 pdr, 29 3 pdrs, 3 torpedo tubes, Officers—49, Men—728, Speed—23 29 knots

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## H.M.S. "Defence"

### OFFICERS :

Captain—H H BRUCE, M V O

Commander—D W HAMILTON GORDON

Lieutenants—L H CROZIER, G G P HEWETT (navigating duties), T H BRABANT, C E KENNEDY PURVIS (torpedo duties), T T B TOWER (gunnery duties), A D COCHRANE, A M Y DANE, A EVANS, O E HALLIFAX, A P CROXFORD (R N R)

Engineer-Commander—G W MURRAY

Engineer-Lieutenants—T GURNELL, B HOCKEN, A SHACKLE

Captain, R M A —G Y RUSSELL

Lieutenant, R M —C A C LUCAS

Chaplain—Rev E H GOOD, M A

Fleet-Surgeon—F D LUMLEY

Fleet Paymaster—J W CREIGHTON

Staff Surgeon—J S WARD

Sub-Lieutenants—J W RIVETT CARNAC, H W J ORDE, H L I KIRKPATRICK

Assistant Paymaster—F R STEPHENS

Gunners—J FENHAMORE, F J EDWARDS,  
J W A CHUBB (torpedo duties)

Boatswains—A TREVETHAN, E J SYKES

<sup>3</sup> Signal Boatswain—E A NEVILLE

Carpenter—A J BOLAS

Artificer-Engineers—C S MARKS, T A E  
RUSH

Warrant Mechanician—D DONOVAN

Midshipmen—E S R BUTLIN the Hon  
DENNIS C MAXWELL, C V JACK, W BORROWES,  
J H MITCHELL, L G GROVES, N L VERE  
SMITH, C DE N LUCAS, A BAKEWELL, E H T  
HUBBARD, G H H BROWN, D HARRIES

Clerk—H DE LA P EVANS

Displacement—14 600 tons, Length 490 ft,  
Beam 74½ ft, Horse-power—natural draught,  
27 000, Built—Pembroke, 1907, Armament—  
4 9 2 in 10 7 5 in, 16 12 pdrs, 5 torpedo tubes  
5 maxims, Officers—49, Men—800, Speed—  
23 5 knots

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## H.M.S. “Argyll”

### OFFICERS :

Captain—M CULME SEYMOUR, M V O

Commander—F R WROTTESELEY.

Lieutenants—H HAIRE FORSTER (gunnery  
duties), H B TAYLOR (torpedo duties), E H,  
MARTIN (navigating duties) W M CAREY,  
C E V. CRAFTURD, E W P WESTMACOTT,  
V. P ALLEYNE, W H G FALLOWFIELD

Engineer-Commander.—H. G. SUMMERFORD.

Engineer-Lieutenants—G. W. S. ALDWELL;  
R. H. G. BODDY; C. J. MEGGS.

Captain, R.M.—E. K. FLETCHER.

Chaplain—Rev. W. STOCK, M.A.

Fleet-Surgeons—R. A. ROSS, M.D.; G. C.  
CROSS.

Fleet Paymaster—G. W. F. OSMOND.

Sub-Lieutenants—E. W. M. KING; W. A.  
FLOYER.

Assistant Paymaster—N. D.'A. THOMPSON.

Gunner—G. FITZGERALD; H. H. E. EASTON.

Boatswains—J. T. WILLIAMS; W. MCTIGUE.

Signal Boatswain—E. T. VERYARD.

Carpenter—C. R. EDWARDS.

Artificer-Engineers—J. WOODMAN; W. DAY.

Warrant Mechanician—F. J. JAGO.

Midshipmen—J. HACKETT; J. F. BOWYER;  
A. H. J. STOKES; L. E. H. MAUND; A. H. S.  
CASSWELL; R. C. A. GOW; R. H. E. M. P. DE  
LISLE; the Hon. H. M. A. CECIL; G. H. FAULK-  
NER; L. H. BAYLEY; C. A. ROBINSON; R. O.  
FITZROY

Clerk—H. M. FITCH.

Displacement—10,850 tons; Length—450 ft.  
Beam—68½ ft.; Horse power—natural draught,  
20,500, forced draught, 21,000; Built—Greenock,  
1904; Armament—4 7.5-in., 6 6-in., 1 12-pdr.,  
22 3-pdrs., 2 maxims, 2 torpedo tubes; Officers—  
44; Men—630; Speed—22.38 knots.

## H.M.S. "Natal"

## OFFICERS :

Captain—C. GREATOREX, M.V.O.

Commander—J. F. WARTON.

Lieutenants—The Hon. R. A. R. PLUNKETT (torpedo duties); R. ELIOT (gunnery duties), F. G. S. PEILE; B. J. D. GUY, V.C.; V. R. N. PORTER; W. H. LEEKE; R. LISTER-KAYE; P. G. C. TURNER; E. C. COLCHESTER (R.N.R.).

Engineer-Commander—F. J. SUTTON.

Engineer-Lieutenants—W. H. MICHELL; W. BRIGGS; L. B. R. WANSBROUGH.

Captain, R.M.—G. C. ROONEY.

Lieutenant, R.M.—I. T. COURTNEY.

Chaplain—Rev. G. M. WATERS, M.A.

Fleet-Surgeon—M. H. KNAPP.

Staff-Surgeon—A. K. SMITH SHAND, M.B.

Staff Paymaster—C. R. HARVEY.

Sub-Lieutenants—F. G. BRODRIBB; F. T. STRINGER, L. F. N. OMMANNEY; L. C. RIDEAL.

Assistant Paymaster—J. C. HART.

Chief Signal Boatswain—J. A. MINTER.

Gunners—A. T. DENNIS; J. H. ISAAC; H. J. WEBLEY; W. H. FIDLER (torpedo duties).

Boatswain—W. WETTON.

Carpenter—H. HAM.

Artificer-Engineers—W. A. ANSELL; A. E. HALL; E. C. CROW.

Warrant Mechanician—W P COGHLAN

• Midshipmen—F A STEPHENS, W R F GREGORY, J H SAMLER I W L. FREWEN, J H P SOUTHBY, G A B HILLS S MEDLICOTT, C W V T S LEPPER, E R LEWIS, J R. POLAND, P E FELL E R REED

Clerk—B S REA

Displacement—13 550 tons, Length—480 ft, Beam—73½ ft, Horse-power—natural draught, 23 000 forced draught, 23 500. Built—Barrow, 1905, Armament—6 9 2 in, 4 7 5 in, 1 12 pdr, 29 3 pdrs, 2 maxims 3 torpedo tubes, Officers—50, Men—726, Speed—23 33 knots

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# To India with the King and Queen

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## CHAPTER I

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*Final Preparations.—The Departure.—Farewell Salute by the Home Fleet.—Heavy Weather down Channel and in the Bay.—Gibraltar.*

THE month of October, 1911, was a busy one for the ship's company and all dockyard men concerned in refitting and overhauling H.M.S. "Cochrane," preparatory to her duties as one of the Royal Escort. In that brief month seven days' leave had been given to each watch, ammunition had been taken out and replaced, the ship docked, her bottom scraped, undocked, old stores returned and new drawn, provisions drawn, etc.,

etc., and then just before leaving the dockyard the ship was thoroughly cleaned and painted.

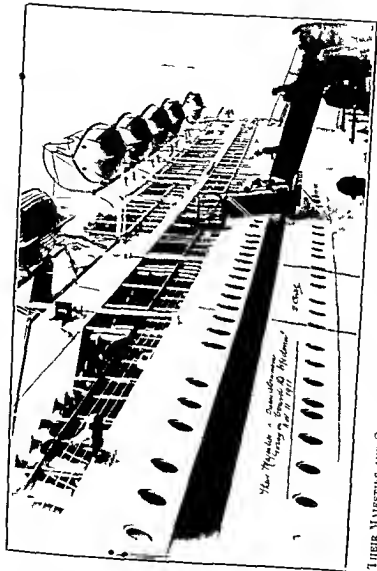
Monday, November 6th.—We slipped our hawsers from Fountain Lake Jetty, proceeding out of harbour, and anchored at Spithead. The other three of the Escort, H.M. Ships "Defence," "Argyll" and "Natal," were already in position, our arrival completing the Squadron, they having had their refit at their respective Home Ports.

H.M.S. "Medina" remained alongside the South Railway Jetty. Painted white with yellow funnels, a thick blue band over a similar gold one encircling her hull, and a graceful slope to her mast and funnels, she looked as she was, "fit for a King."

Thursday, November 9th.—The collier "Solent" came alongside at 4.45 P.M., and we thereupon commenced taking in 950 tons of coal. This evolution was completed at a few minutes past midnight. Friday was spent in cleaning ship.

The next day, Saturday, November 11th, the first rays of daylight revealed a most dismal scene: a strong biting wind, combined with a moderate sea, cold stinging rain at times, and a mist over Portsmouth





THEIR MAJESTIES AND QUEEN ALEXANDRA GOING ON BOARD THE MEDINA NEW YORK

Harbour gave us the warning of an unpleasant trip down Channel

After colours had been hoisted at 9 A M, preparations for departure were evident on all sides. Inside the harbour one could see the "Medina" raising steam, her cranes constantly in use getting inboard the last of her luggage, etc., while at Spithead our Squadron and the Home Fleet were busily preparing for sea, hoisting in boats, securing nets, and doing the hundred and one things in anticipation of a stormy passage.

Great pains were taken to complete the Escorting Squadron ships' companies to full strength, more especially the engine room ratings, as, owing to the high speed we should have to maintain and the hot weather we would experience in the Red Sea and eastwards, even the absence of one man would be felt, so even to the last minute steam craft were busy conveying ratings or stores to one or the other escort ships.

During the forenoon the rain ceased and the sky cleared a little, and slight hopes were raised of a dry if boisterous departure. In obedience to a signal at 11 30 A M, the ships in harbour, and the "Roxburgh" and "Hampshire" at Spithead, dressed ship with flags, rainbow fashion, while the Escort Squadron

and Home Fleet flew their masthead ensigns only. The guards of honour now began assembling on the South Railway Jetty to welcome their Majesties, and the rain having recommenced, made quite a cheerless scene for their Majesties to look upon as they stepped from the Royal train to embark on board the "Medina" at 12.35.

The Royal Standard, the flag of the Lord High Admiral, and the flag of the Admiral of the Fleet now being broken on board the "Medina," all ships fired a salute of 21 guns.

At 1.45 the Home Fleet weighed anchor and proceeded to sea, rounding the Isle of Wight to the eastward, and then altering course to the westward, steaming slowly to await the Royal Squadron. H.M.S. "Cochrane," being Senior of the Escort, made the signal for the Escort to weigh shortly after 2 P.M., and when formed up, slowly steamed about Spithead to await the coming of our Royal charge. At a few minutes to three the "Medina's" hawsers were cast off and she steamed slowly out of harbour, headed by the Trinity House yacht "Irene," followed by the Admiralty yacht "Enchantress," and accompanied by the shrill blasts of syrens, whistles and cheers from the small steamboats and, thousands of

people who had assembled to pay homage to their King and Queen as they left England's shores.

As the "Medina" cleared the intricate channels of Portsmouth Harbour, she made the signal to the Escort to form into single line ahead, and as we formed up, so the remaining ships fired a farewell salute of 21 guns. But what a farewell; it seemed as though the elements were combined to try and prevent us leaving, for the rain was pouring in torrents, the wind stronger, and the seas heavier, as we rounded the Isle of Wight and headed down Channel. Daylight was merging into dusk about 4 P.M. when the Home Fleet in two lines could be dimly seen ahead through the drenching rain, and as darkness enveloped us in its folds, so we passed between their columns. The entry of the "Medina" between their columns was the signal for another salute of 21 guns. It was a weird experience to hear the reports and see the flashes of the guns and yet be unable to see the ships on either side of us; the last few flashes being the last we saw of them.

Throughout the night heavy seas were experienced, and the following day they seemed even worse. Ahead of us, the

"Medina" was pitching and rolling incessantly, her stern lifting so high at times as to almost bring her propellers out of water, so that naturally she kept swerving from one side to the other as huge seas met her bows, while the "Cochrane," "Defence," and "Natal," being cruisers with open batteries, were constantly having seas wash right over their forecandle and upper deck, keeping up a continual pitch and roll at the same time.

At about 11 A.M. one of our forecandle ventilators became unshipped and a party of men were sent out to secure it, the Commander going also to superintend. Minor seas were sweeping the forecandle constantly, and just as success seemed to crown their efforts, the ship's head suddenly plunged and lifted a huge sea over the bows; as it swept aft along the port side it caught the party of men, sweeping them all off their feet. Numbers of willing hands ran out to render assistance, and it was found that none of the men had suffered anything more serious than a few bruises. The Commander, however, had unfortunately hurt his knee rather badly, which necessitated his being on the sick list for over a week. During the afternoon H.M.S. "Defence" hauled out of the line

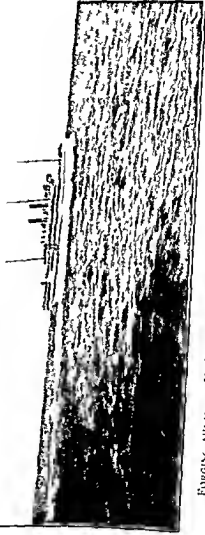
to secure her torpedo nets, which had been displaced by the heavy seas; these most useful articles of defence, although of inestimable value in time of war, are more often than not a source of much trouble in stormy weather, despite all precautions beforehand in securing them. Later in the day the "Medina" made the signal that accurate station need not be kept in the line, a concession that was greatly appreciated, for it was found a most difficult task to keep station while the great seas kept swinging the ships about.

The "Defence" was already a good way astern when H.M.S. "Natal" hauled out of the line with "net trouble." At 5 P.M. we began to think it would be our turn next (H.M.S. "Argyll" does not carry torpedo nets), but as events proved, our lashings were too much for the seas and our nets gave us no serious trouble. It was late in the evening when the "Defence" and "Natal" rejoined us, and formed up again. Nothing further happened of consequence to the Fleet until Tuesday, the 14th, when it was decided by the Rear-Admiral in the "Medina" that the Escort should go on in advance to Gibraltar, so as to enable them to complete with coal, and, be ready to continue the

voyage with the "Medina" at 9 A.M. the following morning; so accordingly during the forenoon the cruisers were ordered to raise steam for full-speed. All ships being "ready to proceed" at 11 A.M., they were ordered by the "Medina" to proceed at full-speed to Gibraltar under orders of the Captain of H.M.S. "Cochrane," and at the same time details were signalled as to our coaling berths, etc.

Increasing from our 16 knots to 18½, and later to 19½ knots, we gradually left the "Medina" behind. The weather had moderated a great deal during the last twenty-four hours, and with no unpleasant head seas to contend with, we rapidly drew away from the "Medina" and left her astern.

We sighted the world-famous "Rock" shortly after 6 P.M., and after various alterations of course and speed, arrived off the harbour about 7 P.M. Proceeding into harbour independently, each ship secured to her allotted coaling berth. The ships were soon enveloped in coal dust, as, with the assistance of native labour, the coal was swiftly transferred into the bunkers. H.M.S. "Medina" arrived about 2 hours later, securing to a buoy in the harbour, which had been reserved for her. ~



FORGING AHEAD OF H.M.S. "MÉDINA" TO ARRIVE AT GIBRALTAR BEFORE HER  
(OUTWARD JOURNEY)



Although the coal had to be transported inboard by means of small baskets, and we worked by artificial light, our last basket was brought inboard at 3.10 A.M., so that we had taken in 934 tons of coal at an average rate of 147.9 tons per hour, which was, under the circumstances, rather good. Leaving a few hands to clear away the coal and coal dust from the upper deck, the remainder of the ship's company sought a couple of hours' rest, but by 7 A.M. hoses were playing everywhere, and the hands, still in their coaling rigs, were scrubbing and cleaning, endeavouring to wash away the dust and grime from our ventilators, boats' davits, turrets, and superstructure before leaving harbour. At 8 A.M., when colours were hoisted, all ships dressed ship with masthead ensigns, and the Atlantic Fleet (anchored outside the harbour) fired a Royal Salute of 21 guns.

An hour later, the escorting cruisers slipped from their berths and proceeded independently out of harbour.

The "Medina" was remaining until the Commander-in-Chief of the Atlantic Fleet and the Governor of Algeciras had paid their visit, and she would then join us outside. Taking charge of the cruisers, the "Cochrane" formed them up outside the harbour,

and steaming at 6 knots, leisurely awaited the "Medina," but she did not appear in sight until about 10.50 A.M., and it was quite noon, before we were in the formation line ahead and steaming 16 knots eastwards on the second stage of our journey.

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## CHAPTER II

*Through the Mediterranean.—Port Said.—We leave the "Medina."—Through the Suez Canal.—Suez.—Coaling Ship.—Off to Aden.*

DESPITE the break of routine, by leaving harbour, good progress was made in scrubbing decks, cleaning paintwork, etc., etc., so that by the time dinner was piped at noon a great deal had been accomplished. Starting again after dinner, the hands soon had the ship fairly clean again. The following day, as is usual after coaling ship, Saturday's routine was carried out, so that scrubbing and cleaning again became the order of the day, or at least till dinner-time, after which the hands were given an afternoon below.

The remaining days until arrival at Port Said on the 14th passed without anything special happening to break the ordinary routine. Various drills and exercises were

carried out almost daily, at each Captain's discretion, to keep their ships' companies up to the mark.

The rich blue sea, cloudless skies, and warm weather of the Mediterranean contrasted pleasantly with the first portion of our journey, and as we gradually drew eastward, it was found necessary to substitute our daily blue dress to the more suitable white, and side screens and awnings were spread as protection from the gradually increasing strength of the sun. The war area was passed through without our having seen or heard of either belligerents, and the order of the Squadron remained the same. H M the King, in the "Medina," still led the way. One slight discomfort was felt, however, steaming as we were at 15 knots continuously, coal smuts, small pieces of ash from the smoke issuing from our funnels, and coal dust from the air escapes on the upper deck (leading to the bunkers) found their way everywhere, even to the ward room and mess-deck.

Shortly after 3 P M on Monday, 20th, the low lying town of Port Said was sighted, on approaching, the Squadron formed into two lines, until close off the entrance, where all ships stopped engines. The sixth Cruiser Squadron (attached to the Mediterranean

Fleet) were present in the roadstead, dressed overall with flags, and as we stopped they fired a Royal Salute of 21 guns. The "Cochrane" was then ordered to fire a National Salute of 21 guns, with the Egyptian Ensign at the main, a mark of courtesy to that country.

As we had on board numbers of ratings taking passage for Mediterranean ships, boats were sent from the "Bacchante" to embark them, and the ratings being all in readiness, we soon had them and their baggage in the boats and away from the ship. H.M.S. "Medina" had by this time picked up her pilot and proceeded into harbour, and after waiting about half an hour, our pilot came on board.

It was now quite dark, and the town from where we were seemed one mass of coloured lights, but on nearing the harbour, we could see distinctly the various yachts and ships tastefully illuminated, conspicuous among them being the Khedive's yacht lying almost opposite to where the "Medina" was secured. The latter vessel was berthed abreast the Canal Company's offices, and had already commenced coaling, the Port Said natives running up and down the gangway planks like so many ants at work. The front of

the town was profusely illuminated and decorated, the Egyptian flag being most conspicuous, although the flags of most European nations could be seen flying in the slight breeze, but we could not take too long a view of the place, as we almost immediately entered the Canal.

H.M.S. "Argyll" remained at Port Said with the "Medina" to coal, so that the Royal barge which she carried could be used. H.M. Ships "Defence" and "Natal" followed closely behind us, the reason for the Squadron being split up being that, although the "Argyll" could easily navigate the Canal full up with coal, it would hardly be safe for the other three ships; therefore they were to coal at Suez. Unfortunately there was but little moon to show up the nature of the country on either side of the Canal, but our searchlights (one showing on either bank) gave us an opportunity of seeing a little of it. There were, however, but few sightseers, as Captain Bourne, R.M.A., very kindly gave a lecture to the ship's company about the Suez Canal at 9.30. It was very interesting, and a round of applause at its conclusion showed our appreciation.

Being on Royal duty, we were especially

privileged, and did not have to stop for any vessels coming in the opposite direction, so we had an uneventful journey until the town of Ismailia was reached at 5.30 A.M., where we exchanged pilots. We had passed through the best part of the Canal the previous night, so the daylight revealed no scenery worthy of note. Yellow glaring sands with a few isolated huts scattered about the interior, stretching as far as the eye could reach, were all that could be seen. Occasionally we passed a party of native workmen at work on the side of the Canal, a Suez Canal Company's dredger at work, or a steamer gared up at one of the numerous "garing-up stations," but nothing else worthy of interest was encountered, so that we were almost glad when the town of Suez could be seen at the end of the winding Canal.

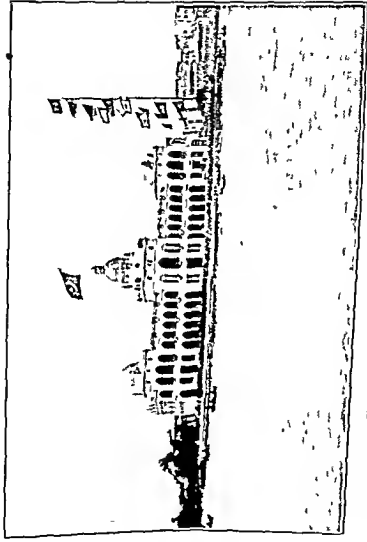
Preparations for coaling had been made during the day, and leaving the Canal at a few minutes past one, we anchored and waited for our coal to come alongside. The programme for coaling had been that we were all to coal from a collier here and fill our bunkers, but owing to the collier running aground at Port Said, lighters had been ordered in lieu, and as these were on their

way to "the anchorage" as we left the Canal, we soon had them alongside. A certain amount of native labour had been supplied, and the noise these fellows made in their strange tongue and quaint songs, as they secured their lighters and the planks to run on with their baskets, was both curious and amusing.

We started coaling at 2 P.M., but as baskets were used and only a few of our ship's company assisted to coal, it was 7.45 P.M. before we finished. We only took in 311 tons; more was not necessary, in view of the fact that we were to coal again at Aden. The "Defence" had only taken in 200 tons, finishing at 6.40 P.M., but the "Natal" was still at work, and did not finish until 6 A.M. the following morning, taking in something like 1000 tons.

As soon as the decks were clear of coal, we turned to and cleaned ship. Washing down the superstructure, giving the upper deck a quick scrub, and cleaning the mess-deck, enabled the order to be given "Hands to bath" at 9 P.M., after which we were able to turn in, in comparative comfort. Slight disappointment was felt about the mails, as we were due to have received one at Port Said, but we did not wait for them,





THE SUEZ CANAL COMPANY'S OFFICES. PORT SAID.

THE GUARD OF HONOUR AND TROOPS AS VIEWED FROM H. M. S. "COCHRANE" WHEN THE  
"MEDINA" WAS IN THE

naturally expecting to find them here when we arrived. However, it was not until 9 A.M. the following morning, 22nd, that we received our first mail. A busy forenoon was then spent in cleaning and making the ship presentable once more, and to assist in this object the ship's side was painted. This evolution was completed in an hour and a half and was very creditable to all concerned, considering that seamen only were employed. Orders by wireless were received from the "Medina" during the day to the effect that the "Cochrane," "Defence" and "Natal" were to proceed to Aden (to coal), under orders of the Captain of "Cochrane," and await the "Medina" there, so accordingly ships prepared for sea during the afternoon, weighed at 4.50 P.M., and formed up. Altering course and manœuvring to keep in deep water occupied an hour or so, and we then settled down to a journey of 1300 miles to Aden.

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## CHAPTER III

*The Red Sea.—The Heat becomes Intense.—Impromptu Concerts.—Life in the Engine-room and Stokehold.—Hell's Gate.—Aden.—The First 101-gun Salute.—Coaling Ship.—Leaving for Bombay.—The Journey's End.*

THIS part of our journey proved to be the most interesting. During the night we passed Mount Sinai, but in the dim moonlight it was indistinguishable from the numerous peaks surrounding it.

The following day the land gradually receded from our view as we entered the Red Sea, and the heat grew more intense as we daily drew further South. The daily dress was altered to white trousers, flannels, and white hats, the black silk handkerchief which always forms part of our dress being worn as a waistband, but still we found the weather uncomfortably hot.

Our mess-deck being protected on the outside by armour, we were without port-holes, and this fact, combined with the heat from the stokeholds, made living below rather unpleasant.

Not only was the discomfort felt by the lower-deck ratings, but also the gun-room and warrant officers, whose messes were situated farther aft, but deeper, in the ship.

To counteract this, the gun-room officers had their mess rigged on the aft deck, and the warrant officers on the fore shelter deck, these arrangements enabling them to live in more comfort.

A splendid programme had been arranged, both officers and men taking part, and the concert proved a huge success. Most of the officers were in attendance, including the Captain, and just before the National Anthem was sung, he gave a short speech. Amongst other things, he stated that he thought it would be a good thing if these concerts became regular, and promised to give us a song himself one evening; a vote of thanks was then accorded to all who had participated in entertaining us.

The days seemed to pass slowly, and although the heat was oppressive, the days were fine and the evenings cool, and it was a pleasant diversion to stand on the upper deck after the sun had set, gazing idly at the passing steamers, or lost in meditation, enjoying a cigarette or pipe of tobacco.

This being the part of the journey in which we felt the heat most, we must not forget the difficulties under which the engine-room department carried out their arduous duties. On the upper deck the seamen ratings have the advantage of having whatever little breeze there is at the time, but down in the engine-room and stokehold the stokers find but little relief. True, fans are provided in each stokehold, but as

they are generally required to keep up the necessary steam pressure, they cannot be relied on to diminish the heat. Stripped to the waist, one mass of perspiration, covered in coal dust, the stokers tend the fires. Dragging a skid of coal opposite the furnace door, the latter is thrown open and immediately the heat forces one back a pace. Not so the stokers, with their shovels they rapidly feed the fires, then dropped with a clatter on the steel deck, slices are taken up, and the coal spread evenly and quickly, the slice drawn, the furnace door closed with a clatter, and our grimy friend rests for a few seconds.

His actions must be smart, for naturally heat is lost while this operation is in progress. Coal dust and steam is flying about in clouds, and the compartment resounds with the clatter of shovels, slices and skids of coal, and we are glad to turn towards the engine-room. As we pass through the dividing bulkhead door we are met by splashes of oil and water.

The regular throb of the engines would be almost pleasant to listen to were it not so loud. Quick eyed mechanics, artificers, and stokers are seemingly risking their limbs as they move amid the swiftly moving machi-

nery, placing their hands here and there amongst the complicated parts to feel if anything is getting "hot" or to distribute oil. Here the air seems even more close; one can taste the oil and steam as one breathes, and we gladly leave these oily heroes of the depths for the upper deck and the sweet fresh air.

Toiling under these conditions, one watch on and two off, and at times even less, we can quite understand why these fellows are granted extra pay for working in the tropics.

Saturday, 25th.—We passed the "Twelve Apostles." These islands are situated at the southern end of the Red Sea, but why they are named after those patriarchs of Biblical times is hidden in the past.

During the evening we passed through the Straits of Babel Mandeb, a narrow channel amongst dangerous rocks, so fatal to carelessly navigated vessels as to earn the name of "Hell's Gate."

Perim was passed in the early hours of Sunday morning and it was not long afterwards that we sighted the high mountains surrounding Aden. As the "Defence" wished to coal in the outer roadstead, only the "Natal" accompanied us to the inner harbour, where we dropped anchor and

secured our stern to buoys. Already at anchor we found H.M.S. "Medea," "Royal Arthur" and the destroyers "Ribble," "Usk," and "Welland." The former was detached from the Mediterranean Fleet for service in the Aden division of the East Indies Station. The "Royal Arthur" was taking a brief respite in her journey to China as escort to the last-named three destroyers, making their way to join the China Fleet.

Hardly had we secured before coal lighters came alongside, and once more the din of native tongues greeted our ears as they secured their craft and commenced coaling. To many of us Aden was full of interest, for, apart from the decorations profusely yet artistically arranged in honour of their Majesties' visit, the town has an attraction that is purely its own. With a background of sombre-hued mountains, the white houses seemed glaring and singularly clean, whilst the many coloured buildings of the various Consulate and residential officials' residences gave the touches of colour needed. At the seaward end of the town at various positions on the slopes of a hill the red and brown soldiers' barracks plainly denoted how well the place is guarded.

The sights to be seen in the main street

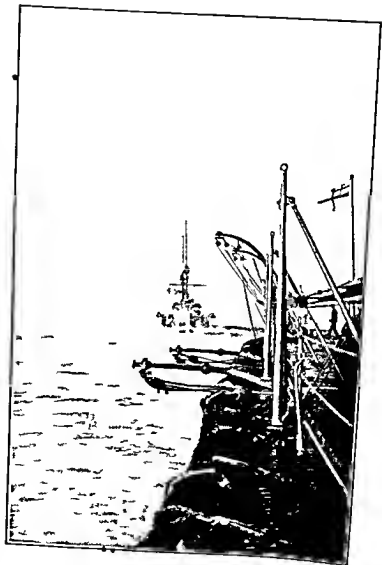


were both strange and many, camels or water buffaloes drawing lumbering waggons and water carts, or camels harnessed to handsome carriages belonging to some wealthy merchant were quite a novelty. Arab boys with skins of water under their arms sprinkling the streets as they ran, the varied and many-coloured dresses of the natives, the faint sound of the jingling bells were all interesting. But the strangest sight and custom of all happened at sunset.

Numbers of natives could be seen to draw forth their small praying-mats, prostrate themselves and with many gestures of the hands and swaying of their bodies, pay their devotions to the sun, as that luminary sank below the horizon in a beautiful setting.

Twelve hours exactly it took the natives to replenish our bunkers with 940 tons of coal, commencing at 1.30 P.M. and finishing at 1.30 A.M., and we were early astir next morning busily employed cleaning ship. The "Medina" being expected at 10.30, we, of course, wished to be as clean as possible, and to make room for their Majesties, and H.M.S. "Argyll," the "Cochrane" and "Natal" shifted berth at 8 A.M. to the outer harbour.

All ships were dressed with flags at 9.30



16 KNOTS IN HOLE  
H M S DEFENCE SEEN FROM THE AFTER STARBOARD

A.M., and a few minutes later the smoke and mastheads of the "Medina" and "Argyll" appeared in sight. It was a fine day, and the graceful lines of the Royal vessel were to be admired as she gradually approached, and as she passed us, her Royal Standard and masthead flags flying proudly in the breeze; with the "Argyll" close astern, she formed a pretty picture.

The guards of the "Cochrane," "Defence," and "Natal" were paraded, and the band of the "Defence" played the National Anthem as their Majesties passed, and then a Royal Salute of 101 guns was fired.

This latter event created an unique honour for H.M.S. "Cochrane." She fired the "commencing gun" of the first 101-gun salute ever recorded in the annals of naval history. At 3.30 P.M. their Majesties landed, and the ships in harbour fired another Royal Salute of 101 guns.

Lying as we were, about two miles from the inner harbour, and the town of Aden being hidden from view, we were unable to see any of the movements of their Majesties, nor take part in the ceremony of manning ship, so we devoted our full attention to the uncompleted task of cleaning ship and preparing for sea. At 6 P.M. the "Medina"

made the signal "Weigh," and she herself slowly left the harbour.

We were soon aweigh, and forming single line. Waiting for the "Argyll" to take up her station occupied a little time, and we were not on our course for Bombay at a speed of 16½ knots per hour until 7 P.M. From that time until Indian shores were sighted, nothing of note occurred to break everyday routine.

We had beautiful weather the whole journey, the time passing quickly enough.

The concerts in the evenings were still continued with great success, and helped to pass the evenings away.

In view of some naval sports arranged to take place during our stay, the tug-of-war team, field-guns crews, sword and bayonet teams and competitors in various other sports made the most of their time in training, etc.

Shortly after 6 A.M., Saturday, November 2nd, land was sighted ahead, and with mixed feelings of joy and relief, we prepared to enter harbour. It also seemed a little strange not to be already prepared to coal ship.

In perfect station and accurate line the fine ships sped towards the harbour, and as we neared the anchorage H.M.S. "High

flyer" (the flagship of Rear-Admiral Slade, the Commander-in-Chief of the East Indies station) and the Royal Garrison Artillery Battery on Middle Ground Fort thundered forth a salute of 101 guns.

Exactly at 10 A.M. the Squadron anchored simultaneously about two miles from shore, bringing to an end a journey of world-wide interest. As we anchored, so the cruisers dressed ship, adding a further touch of colour to the splendid scene. The harbour, full of steamers, yachts, and dhows, of all sizes, descriptions and nationalities, dressed with flags, the imposing buildings along the city front gaily decorated with bunting, pure white erection on the Apollo Bunder landing place, and the innumerable colours formed by the dresses of thousands of spectators along the sea front, created a picturesque scene.

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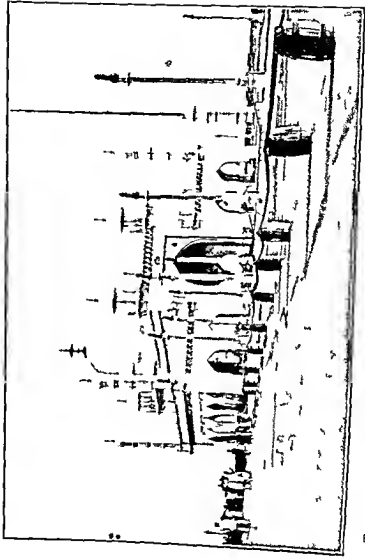
## CHAPTER IV

*The Official Landing of the King-Emperor and Queen-Empress on India's Shore — A Thanksgiving Service at the Cathedral — Their Majesties' Visit to the Bombay Exhibition and Elephanta Caves — Departure for Delhi*

**I**MMEDIATELY the Squadron had anchored, one of the Royal Indian Marine steamboats and picket boats from the "Cochrane," "Defence," and "Natal" assembled alongside the "Medina" for duty as escort boats, despatch boats, or for patrolling duties, according to requirements.

During the forenoon the Viceroy of India (Lord Hardinge), his Excellency the Governor of Bombay (Sir George Clarke), and Rear-Admiral Sir E. Slade paid their official visits to the "Medina."

The official landing of their Majesties took place at 4 P.M., all men-of-war being



T F PAV L ON AT BO IHAY LOOKIN FRO I TIE Aa PHIT ENTIRE TO VARDS T E HARBOUR  
 I I S IS W RE T F R MAJEST Y S F RST STEPPED N IND AN SO L

"manned" by their crews at 3.40. Eight minutes afterwards they stepped on board the Royal barge, and as His Majesty the King-Emperor did so, H.M.S. "Highflyer" fired the first gun of a 101-gun salute, which was taken up by all men-of-war and the shore battery. The R.I.M. steamboat headed the Imperial procession, the barge with Royal Standard and White Ensign flying followed, while two picket boats formed up in rear.

Nearing the Apollo Bunder, the procession passed between an avenue of boats supplied by the ships of the East Indies Squadron, and as their Majesties passed, the crews tossed their oars, the whole forming a most imposing scene.

The Apollo Bunder was a brilliant spectacle. In the foreground stood the white and gilt pavilion,\* beneath which were assembled the various distinguished officials and City dignitaries, waiting to pay homage and welcome their Majesties. The Amphitheatre was brilliant with colour, glittering uniforms, ladies decked in dainty dresses and native costumes and turbans of every variety. The

\* This pavilion was modelled on the lines of the "Taj Mahal" at Agra, which is considered the most beautiful temple in India.



naval guard of honour and the British troops were all dressed in white, while the splendidly turned out native infantry and cavalry made an effective contrast with their khaki uniforms and coloured facings.

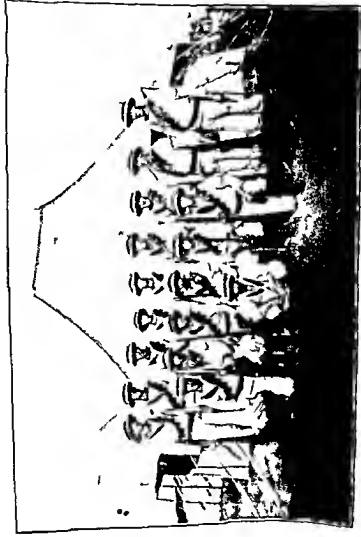
As their Majesties appeared on the landing steps, the troops presented arms, the massed band played the National Anthem, the huge audience stood up *en masse* (the gentlemen bareheaded), thrilling with enthusiasm at such an impressive scene. Passing between the naval guard of honour and entering the dais in the Amphitheatre, His Majesty received an address of welcome from the inhabitants of Bombay, which was presented with a magnificent silver casket, a model of the "Taj Mahal," and then read a speech in reply. The members of Bombay municipality were then presented to His Majesty, and the official reception terminated.

Leaving the dais, their Majesties took their seats in an open carriage, and followed by an escort of cavalry and carriages containing his Excellency the Viceroy, his Excellency the Governor of Bombay, and other officials, made a tour of the city, receiving addresses from several Borough Councils en route. Everywhere troops lined the streets, keeping the road

clear, while thousands and thousands of spectators on foot and in gaily bedecked stands, patiently waited to catch a glimpse of their great King-Emperor. The decorations were most elaborate and effective, while triumphal arches had been erected in many parts of the city. Venetian masts, hung with festoons of flowers and strings of flags, stretched along the way, while householders seemed to have vied with each other to produce the finest effects. The inhabitants were most enthusiastic; cheer upon cheer rang out and followed the Royal progress. Military bands stationed at various points en route were sometimes hardly heard playing the National Anthem, so dense were the crowds and so loud their cheers.

The Royal party arrived back at the Apollo Bunder shortly after 5 P.M., and ships were again "manned" and a salute of 101 guns fired as His Majesty left the steps.

A few minutes sufficed for the Royal barge to reach the "Medina," and with the return of their Majesties on board ended one of the greatest events of modern history, "the landing of the King-Emperor in his Dominion over the seas." The bursting of a rocket at 9.30 P.M. was the signal for all ships to illuminate, and, following out



CARD OF HONOUR H M S COCHRANE (TAKEN AT DELHI)

England. The stormy passage to Gibraltar was the only taste of bad weather we had, the remaining portion of the journey being all that could be desired, with the exception of the stuffy heat in the Red Sea, but still we were all glad to be at our journey's end.

Practically all hands had had a busy time. Steaming at an average speed of 15 knots for the best part of 22 days, had kept the engine-room department at high pressure, whilst the falling smuts at sea, and the many "coaling ships," had given the remainder of the hands continuous work in cleaning ship. The wireless staffs of the Fleet, too, had had their share, being constantly busy, for it must be remembered that, although far from England's shores, His Imperial Majesty was always in touch with the Homeland by wireless through various sources.

As regards the way we were to spend our time in Bombay, an Excursion Committee had been formed on board on the journey out with a view of profitably spending our time sight-seeing during our stay.

The annual Bombay Exhibition was in full swing at the time of our visit, and in the grounds we were to hold our naval sports, tug-of-war and field-gun competitions, etc., and these items, in addition to the many

amusements contained in the Exhibition itself, were pleasures to look forward to.

The following day, Sunday, 3rd, ships were again dressed overall with flags.

The Royal Navy was represented at Delhi by a guard of honour composed of picked seamen from the whole Squadron and the detachment of Blue Marines specially brought out by the "Medina."

They were landed at 7.15 by their respective ships, and to make up for the absence of the Marine guard on board the "Medina" and to complete her working party of hands, a number of Marines and seamen were lent to her from the four cruisers, the transfer taking place at 8 A.M.

In the evening their Majesties landed to attend a special Thanksgiving Service at the Cathedral, but as the landing was of a private nature, no salutes were fired; the streets, however, were thronged with people, and the police and troops were constantly busy in keeping the roads clear and the crowds back. Rounds of cheers heralded their Majesties on their journey to and from the Cathedral, and they returned on board the "Medina" shortly before 8 o'clock.

The ships were again illuminated in the evening.

The next day, Monday, we again dressed ship, the forenoon passing without incident. In the afternoon, however, their Majesties paid a visit to the Exhibition, receiving another great ovation whilst passing through the streets. This also being an unofficial visit, ceremonies were dispensed with.

Tuesday, 5th, was the day of their Imperial Majesties' departure from Bombay for Delhi, and consequently throughout the day the "Medina" was constantly passing out luggage, etc., into lighters alongside for conveyance to Victoria Terminus in advance. A brief visit to the Elephanta caves was made by their Majesties during the afternoon, no ceremonies or salutes being observed by ships in harbour.

Their Majesties left the "Medina" shortly after 10 P.M. in the Royal barge, and immediately on landing boarded a motor-car, which conveyed them to the Victoria Terminus. To find a more fitting station for such a momentous event would be a difficult task. Its appearance is magnificently imposing; sculptured masonry adorns it from base to roof with hardly a square foot bare of ornament. Inside, one finds the pillars, walls, and ceiling beautifully carved, and neatly set off with gilt lines. Upon this

important occasion, however, great pains had been taken to decorate the place with bunting galore, with the result that a most picturesque effect was obtained.

Troops had turned out and were lining the route, for, despite the late hour, the streets were thronged with spectators. On their Majesties' arrival but little time was spent in waiting, and at 10.45 the Royal train steamed out for Delhi, and thousands of spectators cheered again and again, nearly drowning the strains of the National Anthem.

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## CHAPTER V

*Durbar Day.—A Grand Review.—A Visit to  
Elephanta Caves.*

NOTHING of interest took place until Tuesday, 12th December (Durbar Day); all the British troops and a Naval Brigade assembled on the Cooperage to hear the Imperial Declaration and take place in a "march past." From 10 A.M. troops of all descriptions, native, and British infantry, cavalry and artillery, began to arrive, taking up positions in the roadways surrounding the Cooperage. Inside the review ground itself two stands had been erected, and a few paces forward from this was a small platform, from which the Declaration was to be read. The stand on the left of the latter was for the natives, while the other was reserved for Europeans. In front of both, two rows of chairs extended to afford greater accommodation.



The whole of this was for ticket-holders only, and was full up long before the appointed time for the reading of the Declaration, namely, twelve o'clock. Natives, too, were surrounding the ground in large numbers and eagerly awaiting the forthcoming event.

A few minutes before noon, a civilian gentleman mounted the dais, and as the last stroke of twelve pealed forth from the clock tower opposite, so the Deputy removed his hat, and in a clear, resonant voice read the Imperial Proclamation to the Europeans. Then turning, he re-read it to the natives in Hindustani. Barely had the last words died away than a *feu-de joie* was fired by a battalion of soldiers along the sea front, and at its conclusion the Artillery battery fired a salute of 33 guns. This was followed by the massed bands playing the first four bars of the National Anthem, this was all repeated again, and then again, the battery completing the 101 guns by firing 35 guns, and the bands playing the first verse of the National Anthem right through.

Three cheers for His Majesty were then called for by General Swann, which were heartily responded to by all present. The Deputy then presented several city gentlemen

with Diplomas for their good work in the city, and the Declaration Ceremony ended.

The small steps were now removed, General Swann and his aides-de-camp took up their positions at the saluting-base, the massed bands struck up "A Life on the Ocean Wave," and the Naval Brigade commenced the march past. It was composed of four field guns and crews, and four companies of rank and file. The guns were formed abreast and the crews in line close together.

The guns, spotlessly clean and burnished, glittered in the brilliant sun like silver, and the swinging stride of the men was a sight indeed as they passed the General.

Next followed the rank and file; each ship's company marched past separately, their swinging pace and picturesque dress making them look singularly smart when compared to the wholly white attired military.

Battalions of Infantry now marched past, the massed bands playing the regimental march of each regiment as they approached the saluting-base. They all looked splendid, as did the native regiments, several of whom were taking part, but the Artillery were amongst the best. The well-trained horses

seemed to know what was taking place, and what was required of them, and keeping their places almost instinctively close together, the gun's wheels appeared at first sight to be interlocked with each other.

Next followed the Cavalry at the "walk," the way in which the horses were kept in line being well worth mention. Native Cavalry also were included, their coloured dress and gaudy turbans adding to their splendid appearance. A troop of the Bombay Volunteer Cavalry then came along, and although they were not absolutely in line, yet they appeared quite smart in their dark blue uniform. When all had marched past, the Cavalry reformed and trooped past again, this time at the trot, while the Mounted Cavalry band played an appropriate air.

A stirring charge was then made by the Cavalry; the thunder of hoofs, the horses' flying manes, the flash of colour and accoutrements as they dashed past the saluting-base formed a fitting termination to a review of troops that had not been equalled in Bombay for many years.

Ships had, of course, dressed with flags and at noon had fired a salute of 101 guns, so they illuminated in the evening. Preparations had been made on board during the

day for coaling, and when illuminations were switched off at 10.20 P.M., the circuits were taken off the port side and everything got ready for the collier's arrival.

S.S. "Harfleur" came alongside at 11.20, and secured. Coaling, however, was not commenced until 12.15 A.M., and as the hands worked in watches and only a few natives were employed, slow progress was made and the "Cease coaling" bugle was not sounded until 2.30 P.M. the following day.

The hands had found it rather uncomfortable coaling during the heat of the forenoon, and with a sigh of relief the collier's hawsers were cast off and she proceeded alongside, the "Argyll." Altogether we had taken in 1200 tons, at an average of 84.2 per hour. Washing down coal dust, etc., occupied our minds for the remainder of the day, and cleaning ship fully kept us employed for the next two.

Our attention was next drawn to the amusements our Excursion Committee had arranged for us. A visit to the Elephanta caves was the first item, and leaving the ship at 2.30 one afternoon in our own boats and towed by a picket boat, we reached Elephanta Island about 3 P.M.

Elephanta, called by the natives Gharifuri,

the town of excavation, is an island seven miles from Bombay by boat. The name "Elephanta" was the one given the island by the Portuguese years ago, in honour of a huge rock-cut elephant that stood on a knoll to the east of the village, and which now lies in pieces in the Victoria Gardens.

After passing a pier of concrete blocks and mounting a flight of steps, a terrace is reached, at the end of which is the cave, which is divided into a central hall and four vestibules in recesses. The former is roughly about 90 feet square, and the latter about 16 feet deep and 50 feet long, the roof being supported by 26 pillars (8 now broken). They are massive columns, and as the roof is not level, they range in height from 14 to 16 feet. The first thing that meets the eye on entering is the large three-headed bust representing Shiv, who is the leading character of all the figures in the cave. The centre face represents Shiv in the form of Brahma, the creator, and in expression the face is mild and peaceful, and holds a citron in his left hand, the right one being broken off. A curious necklace of pearls adorns the breast, and the hair is raised in the shape of a dome, with a royal tiara on the top. The left face is supposed to be Shiv in the form

of Rudra, the destroyer On its brow is a raised formation, suggesting a third eye, and the face has a stern, commanding expression He is looking at a cobra twisted round his arm, which with outstretched hood looks him square in the face

Its adornments are most curious, and all of them are characteristic of Shiv a human skull over the temple, a leaf of the milk brush (*gloriosa superba*), and twisted snakes instead of hair The face to the right is supposed to be Shiv in the character of Vishnu, the preserver, holding a lotus leaf in his hand and having a calm, placid expression on his face The whole of the idol is termed the Trumvira

On the left of this is a gigantic figure representing Ardhanareshvar, a god that combines the active and manlike (Shiv) with passive and womanlike (Uma) principles of nature This figure, which is about 18 feet in height, and leans to the right or male side, rests on the sacred bull Nandi with one of its forearms On the right side is a crescent (which, together with the cobra with extended hood, forms a sign of the Ling worship), and both male and female hold a mirror in their hand

On the right of the Trumvira is Brahma

on his throne, formed of lotus leaves and supported by five servants. He has four faces, but only three are visible. A little nearer to Shiv is Indra, lord of the firmament, riding on the heavenly elephant and carrying in his hand an object supposed to be a thunderbolt.

A short distance from the latter idol is Vishnu, riding on his carrier, half man and half eagle, named Garua. In one of the compartments on the left are the figures of Shiv and Parvati. Shiv in this case has a large cap, on which the crescent and the other emblems before described are sculptured. Surmounting the cap is a diminutive three-headed figure representing the three sacred rivers, Ganges, Jumma and Saresvati. According to Hindoo legend, the Ganges flows from the head of Shiv. Parvati stands on Shiv's left in a graceful attitude.

To the right of the entrance is a square chamber, the four doors of which face the four cardinal points, and in the centre is a large conical stone representing the power of nature, according to the Ling worship. The stone itself is called "The Ling," and is said to be the most sacred thing in the cave.

On the right of the Triumvira, in one of



H M S "COCHRANE" EXCURSION PARTY TO ELEPHANTA CAVES, BOMBAY



and that is supposed to represent the god "Ravan," the demon god of Ceylon, trying to remove the heavenly mountain; he has ten heads and arms. There are numerous figures in different places, representing doorkeepers, etc., but most of them are defaced.

Our deep interest had begun to wane as the last few idols were reviewed, and we were glad to have tea.

The meal was provided from food and prepared by utensils brought with us from the ship, and, being eaten in the open air, added greater zest to our appetite, and we did full justice to the meal. Waiting for a few minutes after tea was finished and cleared away, and for a couple of stragglers who had wandered from the party, we manned the boats about 7 P.M. The tide was against us, and it was a most tiring pull, but by putting our hearts to the task and singing quietly to keep our spirits up, we reached the ship safely rather late in the evening.

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## CHAPTER VI

*Towers of Silence.—Trip to the Mountains.—  
Bombay Exhibition.*

OUR next venture was to have a look over the Mint and pay a visit to the "Towers of Silence." This was done on two successive days to enable each watch to have a chance of seeing them. Leaving the ship at 2 P.M., our own boats conveyed us on shore, and walking to the Sailors' Home, we took tram to the Mint itself.

All arrangements possible had been made by our Committee, and we were met by several Mint officials, who showed us a small bar of silver, and going from one department to another, we were greatly interested by the process of manufacture. One of the most interesting items was the testing machine, its method of rejecting coins not up to the standard weight or size being almost human in its action.

Leaving the Mint, we walked to Victoria Terminus and took train to Grant's Road Station, where we disembarked, and a few minutes brought us to the "Towers of Silence." They are situated on Malakur Hill, a very pretty spot indeed, and amongst other scenery equally as pretty. The objects of our visit were partially hidden by stately trees, shrubs and ferns of all descriptions.

These towers are built for and are used by the Parsees as burial grounds for their dead. They are not open to visitors, unless provided with a pass from the Secretary of the Parsee Panchaya. The grounds have an area of 75,000 square yards. Just inside the entrance is a small temple, used as a house of prayer by the mourners, and the Fire Temple. The Towers of Silence, the largest of which measures 276 ft. in circumference, are all surrounded by high walls about 25 ft. in height, and have an opening on the ground-level through which the dead bodies are carried. From here the bodies are carried by the corpse-bearers to the summit of the towers, while the followers remain in a small temple to pray. The roofs of the towers are surrounded by a wall about 6 ft. high. In the centre of the roof there is a large well, and the roof itself has

three circles of grooves. These grooves are for the bodies to be laid on, the outer one for males, centre for females, and the inner for children. Once laid upon this strange tier, the bodies are left for the numerous vultures to strip the flesh from, which they do in a very short time, and the bones then drop through gratings in the grooves to the well bottom to decay. We were, of course, not allowed to view the summits of these towers, our information being obtained from a guide, who explained it all alongside a model situated in the grounds. Quite pleased with our afternoon's outing, we dispersed on leave for the remainder of the day.

Our last excursion was a day in the mountains, leave being granted on two successive days, from 7.15 A.M., to give the whole ship's company an opportunity of going.

Having an early breakfast, we mustered at 7 A.M., and leaving the ship a quarter of an hour later in our own boats, we reached the shore at 7.30. The station is a good twenty minutes' walk from the landing-place, but the walk was a pleasure in the cool of the morning.

Arriving at Victoria Terminals, we found the "Poona Express" waiting with carriages reserved for us. Taking our seats, we could

not help but notice the well-appointed interiors of the coaches. The first-class compartment reserved for the use of officers was quite elegant, the remaining three coaches were second class, and were of three distinct types. One had individual seats ranged along the sides and in the centre of the coach, the second had ordinary compartments with a corridor, while the third was a dining car, the tables being quite handy for our use. In all of them no pains had been spared in their construction, the upholstering being good and carving plentifully distributed. A couple of minutes after the scheduled time, the tram steamed out, en route for Khandalla.

The first part of our journey ran through the outskirts of the native city, and we obtained an insight into their life at home as we passed rows and rows of hovels. After a while we ran into flat country and obtained our first glimpse of Indian scenery. Cultivated land with many hued crops, seeming like a huge kaleidoscope, long stretches of stately trees, dense clumps of tropical ferns and shrubs, miles of land apparently neglected, stunted at intervals with villages or an isolated hut or hovel, were passed between the stations.

The best views of the scenery, however, were obtained when we commenced hill-climbing. Stopping at a station at the bottom of the first incline for a few minutes, the engine was changed, and a second one secured behind.

These engines were of a distinct class, being specially adapted for hill work. Then commenced a journey that was full of interest the whole time. We were surrounded on all sides by finely wooded hills, and steaming amongst beautiful foliage, the view was picturesque in the extreme. At one part of the journey we passed a deep valley between the hill on which we were and another about three miles distant, perfectly dense with shrubs and trees, and amongst the thick foliage we could at times see monkeys springing from bough to bough, while birds of all varieties were twittering and flying, and occasionally, as we slowed down, the drone of insects could be plainly heard. Often we were on the side of a hill that seemed to have a sheer slope downwards one side of us and a steep rise on the other. Far across country we could see the land between the many hills, lying like a panorama before us; dotted here and there were little villages, the huts in seeming confusion,

fields in which farmers were working with their curious implements, thick woods and forests, small lakes glittering like sheets of silver in the brilliant sun, and everywhere the background of wooded hills, with a sky-line of hazy mountains.

On and up we went, through tunnels cut through solid rock, now along the side of a hill, or seemingly winding on the summit of one.

On one part of the journey we passed an almost perpendicular face of rock, with a cave in the centre, and were informed that in it there lived an Indian "fakir," but how he lived, left and entered his strange abode was left to our own conjecture.

Three parts of the journey up we passed a small bridge, connecting two ridges; it was under repair, and both men and women were being employed. It appeared to our inexperienced eyes to have hardly any substantial foundation at all, more especially when it rumbled and groaned as the train slowly crossed it; far below us on either side we could see the bottom of the valley—a unique sight of woodland splendour. At the end of the bridge an open track of about 500 yards separated us from a tunnel, and here we made a brief halt.

Resuming the journey, we ascended a steep incline, and the tunnel seemed a perfect babel of sound, with the sound of escaping steam and snorts of the engines. They seemed to be struggling under their load, for we were only proceeding at a walking pace. Finally we stopped, after having gone about 1000 yards into the inky darkness. The sound of steam was now deafening, and waiting like this for quite five minutes, we received a distinct shock and bump. With the thought of the "shaky" bridge behind us, the deafening noise of steam, and the sudden jar, we wondered for a minute what had happened, and we gave vent to a sigh of relief as we gradually gathered speed and continued our journey. We afterwards ascertained that to gather momentum on the train the rear engine had gone back to the bridge, and, steaming up again, gave us a running bump.

Our next stop was at a reversing station, situated on a prominence of the mountain about 4000 ft above the sea-level, and from which the line branches off at an acute angle on its winding way.

Slowly ascending this last portion, we reached Khandalla a few minutes afterwards. Alighting, we were glad to stretch our legs



on the half a mile walk to the hotel. We found long tables already laid for lunch under the shade of trees, and after having a much-needed wash, we took our seats at the tables. *etc.*

Grace was sung and we set to heartily. After lunch we were entertained by an Indian juggler, who for a few annas gave us a variety of well-executed tricks. We then separated into groups to view the surrounding scenery.

Khandalla is a small convalescent station for the military, and being fully 5000 ft. above the sea-level, we can quite understand the benefits of living there. Apart from a small barracks there are but few buildings, and three of these are hotels. There is, of course, the native bazaar, almost each place being a shop along the main street.

Wandering round, we had many fine views of the surrounding country, and no matter where our eyes rested, either on hill or dale, the scene was grand. We assembled at the hotel at 4.30 P.M. for tea, and later made our way to the station, where we were mustered. The train drew in at 7 P.M. and we took our seats.

A few soldiers who had kindly acted as guides came to see us off, and we steamed out

it at night. Inside, one found the whole brilliantly lighted with high electric light standards, and thousands of smaller globes carefully placed in the grounds, with a view to obtaining the greatest effect.

Numerous exhibits, mostly composed of samples of machinery, cotton and silk ware, and other manufactures belonging to prominent Bombay firms, were shown in small shops arranged round the inside of the surrounding wall, but what occupied the attention mostly were the various amusing attractions.

A "scenic railway" show (similar to that at the White City, London), a "house of mystery," "cake walk" staircase, and "joy wheel" were amongst other novelties.

At 9.30 each evening most interesting displays were given in a large open part of the grounds, called the Stadium, by the British and Indian troops, such as tent-pegging, torchlight tattoos, artillery parades, nival and military tug of war team contests, &c, &c, and last, but not least, the Squadron's field gun crews ran their heats on Monday and Friday evenings.

## CHAPTER VII

*The Native City.—Victoria Gardens.—Return of their Majesties to Bombay.—Good-bye to India.*

**B**ETWEEN whiles we paid a visit to the native city, which to us was full of interest. This is where the city of Bombay earns its reputation of being one of the most thickly populated cities in the world, for the place is practically one mass of seething humanity of all ages and descriptions. Well-to-do natives, dressed in spotless white, rich Parsees in fashionable European dress, natives in the more common poor garb, consisting of a loin cloth and perhaps a coat or shawl, and beggars in rags, jostle amongst each other in one common lot, regardless of class or difference of caste. The arrangement of the shops is most peculiar to modern ideas, each street seeming to possess the right of dealing in one class of

goods only, so that it is a common sight to see a row of 15 shops all exhibiting the same wares.

The beggars in this region are innumerable, both men, women and children incessantly pestering the pedestrians. Infirmities and deformity are the main reasons for their solicitations, and almost every affliction possible to the human frame has an example in this vast multitude. The most appealing sight of all, though, is a woman with the child at the breast, but on the recollection of the saying that "A native is a born beggar," our pity soon grew to indifference. Apart from the shops it was quite a diversion to stand and watch the different people as they passed, the varieties of dress being as strange as assorted.

The Victoria Gardens were also well worth a visit, a penny tram-ride being all the expense incurred.

Starting from the Sailors' Home, we travelled first through the main road, passing most of the public buildings en route, the University Hall, Rabajai Clock Tower, Public Works Offices, Secretariat, General Post Office and Victoria Station being the most conspicuous. Then through the native quarters, past numerous temples, the in-

cessant tolling of their different toned bells mingling strangely with the jingle and cries of the various carriages and their drivers.

Passing through Byculla, the home of the middle-class Europeans, we soon reached the Gardens. Covering an area of 35 acres, they are very interesting. Just at the entrance there is a small museum (Victoria and Albert) containing minerals, manufactures and stuffed specimens of the rarer wild animals of the Indian Empire.

The gardens are well laid out, broad paths extending in all directions. The numerous trees, ferns, and shrubs are specimens obtained from all parts of India and are labelled. Besides being interesting, the foliage is beautiful and tastefully arranged.

A zoological collection is scattered amongst the grounds and many curious Eastern beasts are to be seen.

The latter part of our stay was rather full of events. Christmas Day passed very quietly. On the 27th we went to sea for a day's torpedo firing. We had splendid weather, and devoting the whole day to the task, we completed our practices before nightfall.

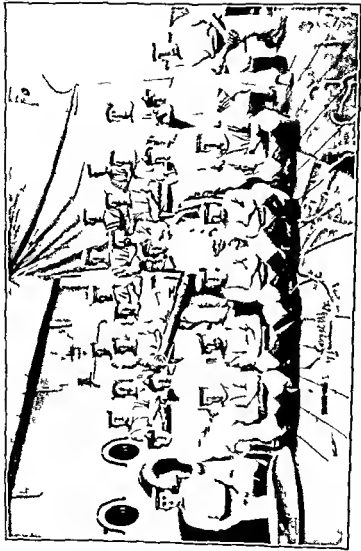
The following morning we were "aweight" at 7 o'clock, and steaming slowly into har-

bour, anchored in our assigned berth at 10 A.M. Attention was next paid to completing the ship with oil fuel and coal, so on Jan. 3rd, S.S. "Minhla," belonging to the Burma Oil Co., came alongside and pumped in 450 tons of oil fuel.

Preparations were made during the day to coal ship, and the following morning, Thursday 4th, at 8 o'clock, the collier S.S. "Barrington Court" was secured alongside. We were to coal without the assistance of native labour, so we were given a "rest" until 3 P.M. The hands then went to tea, and making a start at 4.20 P.M. kept up an average of 139 8 tons an hour, the last hoist of 1060 tons being deposited on deck shortly after midnight.

Then followed two strenuous days of cleaning and scrubbing, but notwithstanding that this was being done, 100 tons of coal were brought inboard by natives during the early hours of Saturday morning, thus completing us to full stowage.

An interesting event took place that evening—a Boxing Tournament at Colaba barracks. Both Army and Navy took part, but when it is considered the advantages our military friends have for training and the few opportunities we have for the same,



FIELD ( LNS CREW ) H M S COCHRANE THE WINNING TEAM

it is not surprising that the junior Service took the majority of prizes.

Monday, 8th.—The final of the field-gun competition took place at 9.30 P.M. at the Stadium.

A thrilling display by the four guns and crews roused the enthusiasm of the militant audience, so that when the crews of H.M. ships "Argyll" and "Defence" ran their heats, excited shouts of encouragement rang out on all sides. The lining up of H.M. ships "Cochrane" and "Natal's" crews was a signal for a renewed burst of cheering. We were already the lead in time, and one can hardly imagine the scene as our crew and the "Defence's" crew ran their last heat. We only just managed to beat the latter, but still it was not a case of beating, it was time.

A few minutes afterwards the crews marched into the arena *en masse* and halted before the Royal box, where General Swanne was seated. Standing in front of the crews, Lieutenant Towers, of H.M.S. "Defence" then read out the times taken by the crews in the series of 6 runs :

H.M.S. "Cochrane" 1st, 8min. 16½sec.;  
H.M.S. "Natal" 2nd, 8min. 24sec.; H.M.S.  
"Defence" 3rd, 9min. 6sec.; H.M.S.  
"Argyll" 4th, 10min. 5sec.



Amid deafening cheers, General Swanne next spoke a few words of praise, and presented the sum of 80 rupees to the gunners' mate of our team, that being the first prize, although, if we had been fortunate enough to have won by a margin of more than 10 seconds, both prizes would have been awarded to us, the second prize being 20 rupees. Amid renewed cheering the crews marched out and the audience dispersed.

During the evening of the 9th a serious accident occurred on board. Able Seaman Austin, whilst working about the quarter-deck awning, slipped and fell to the deck, a matter of 20 feet, and fractured several of his ribs, rendering it necessary for him to be conveyed on shore immediately to hospital.

Wednesday, 10th — Hands were dressed in their best white dress, all ready to greet their Majesties on their return on board the "Medina." The ships dressed with mast-head ensigns, glossy in a new coat of paint, the smoke issuing from our funnels due to raising steam, and the crews stationed at "man ship," was the view we presented as their Majesties left India's shores at 12 56 P.M. At the same time the "Medina" broke her Royal flags and all men-of-war boomed

forth their noisy welcome of 101 guns. On shore the scene was magnificent. Arriving at Victoria Terminus at noon, their Majesties met with an enthusiastic welcome, and as they passed through the troop-lined streets to the Apollo Bunder even wilder enthusiasm seemed to prevail amongst the thousands assembled to witness the procession.

Entering the pavilion at their journey's end, their Majesties received an address from the Bombay Legislative Council. The Governor, Sir E. Clarke, read it on their behalf. His Majesty then read a suitable reply. The ceremony over, their Majesties walked to the entrance, and then turning, bowed to the right and left of the amphitheatre, this action bringing forth a hearty demonstration.

Their Majesties then descended the steps, to the accompaniment of cheers from the troops, and as the Royal barge slowly drew away from shore, the massed bands played the National Anthem, the strains of "Auld Lang Syne" and the renewed cheering of troops and civilians floating over the waves to the departing barge.

Their Majesties smilingly acknowledged this last act of courtesy, and in doing so brought to a conclusion a "Royal visit" that was

without precedent in loyalty, splendour or importance

A few minutes after their Majesties arrived on board the "Medina," ships were "unmanned" After dinner the few details left to be done in preparing for sea were completed with all the bustle of activity that is so characteristic of a man-of-war's departure, and I do not think I am far wrong in saying that we were pleased this eventful day had arrived

True, we had had a pleasant stay As far as possible leave had been granted to enable us to see the many sights and views peculiar to the Indian Empire, much to our benefit, and we had been eye-witnesses to an historic event of the world's history

Most of the officers of the Fleet had been invited to shooting excursions in various parts of the Empire, the sizes of their bags plainly denoting the sport they had encountered

Free railway passes had been issued by the Indian Government to the Fleet, and many officers and men had taken the opportunity of visiting their friends in India, or of seeing the great Durbar

His Excellency the Governor of Goa was the last official to pay an official visit to the

"Medina," that event taking place at 4.30, the "Cochrane" saluting him with 17 guns as he departed shortly after.

Punctual to the minute of 6 P.M. the Royal Squadron weighed anchor, and, to the accompaniment of 101 guns from the ships in harbour and the Middle Ground Fort, we formed single line, and the "Medina" headed for sea on the homeward journey.

The following list shows the number and variety of game shot by the officers of the escorting cruisers :

'COCHRANE' (10 guns)		'DEFENCE' (9 guns)	
Sambhar	2	Sambhar	3
Nilghai	1	Black Buck	25
Black Buck	27	Spotted Deer	1
Chital	1	Hyæna	1
Chinkara	4	Jackal	1
Crocodile	1	Wild Boar	1
Duck	42	Crocodile	3
Partridge	24	Blue Bull	1
Sand Grouse	39	Chinkara	5
Quail	6	Partridges	16
Hares	18	Duck	71
Snipe	18	Sand Grouse	179
Peacock	2		

## ' ARGYLL ' (7 guns)

Black Buck	19
Chinkara	7
Pigs	10
Crocodile	6
Sambhar	3
Chital	3
Hyæna	1
Nilghai	1
558 head of Geese, Snipe, Partridges, Sand Grouse, Hare, Duck, Quail	

## ' NATAL ' (10 guns)

Black Buck	10
Crocodile	1
Chinkara	4
Pigs	5
Barking Deer	1
Sand Grouse	252
Duck	89
Snipe	112
Pigeon	27
Partridge	5

## CHAPTER VIII

*Aden.—A Burial at Sea.*

THE run across to Aden was accomplished in beautiful tropical weather, the days passing slowly, each the same, nothing occurring to break the monotony of every-day routine, until Sunday evening, 14th, when preparations were made for coal-ing on the morrow.

The programme of the return journey was that H.M.S. "Defence" should accompany the "Medina" to Port Sudan, not stopping at Aden, and that the three remaining cruisers should coal at that port.

Accordingly at 3 A.M. the following day the "Cochrane," "Argyll," and "Natal" were ordered by the "Medina" to proceed into Aden, when about twenty miles distant under orders of "Cochrane."

H.M.S. "Natal," expressing the wish to do so, anchored in the outer harbour, and

the "Argyll" and ourselves came to an anchor in the inner harbour. Lighters went alongside each ship immediately they had anchored (about 5.30 A.M.), and once again we were enveloped in clouds of coal-dust. In harbour were H.M.S. "Proserpine" and the R.I.M. Steamship "Dufferin."

From the former ship we received on board at 11 A.M. ship's steward W. J. Thornton, invalided home with *locomotor ataxia*.

We finished coaling at 10.40 A.M. and, completing preparations for sea first, commenced washing down.

Steam for 15 knots had been ordered for 11.15, and at that time we shortened in cable, weighing at 11.30 A.M.

The "Argyll" had finished coaling at 11 A.M., and weighing anchor when we did, followed us out of harbour. The "Natal" was more unfortunate; she had such a large amount of coal to get in that she was compelled to coal until the last minute. Forming into single line, we headed northward, and were soon bowling along at 14 knots.

Shortly after 4 o'clock that evening, the 15th, we were informed that our invalid passenger had passed away. We had known, of course, that he was dangerously ill and

would never return to duty, but his sudden death, happening so tragically on his way home, was totally unexpected

Late that evening the "attention" was sounded and the body conveyed to the quarter-deck, it being an impressive scene as the cortege slowly passed the hands on the upper deck, bareheaded and at "attention," in silent respect. The body was then screened off and sewn up in canvas in readiness for the service on the morrow.

The following morning at 9 A.M., when off the island of Jebel Tare, ships were stopped and colours lowered to half-mast.

Our hands then mustered at "Divisions," and at the tolling of the ship's bell, closed aft to the quarter-deck.

With the exception of those actually on watch, practically all the ship's company were assembled there, and as the Chaplain commenced the burial service, hardly a sound was heard except his voice and the slow tread of the pall-bearers as the latter conveyed the corpse from aft to the small staging on the port gangway.

The body, resting on its bier covered with the Union Jack, the pall-bearers standing on either side, the Chaplain at the head, reading, in sepulchral tones, the burial



service, and the officers and men gathered round, heads bared and bent in reverence, formed a truly solemn scene.

As the Chaplain uttered the words "We therefore commit his body to the deep," the pall-bearers slowly elevated the bier and the body slipped from under the Union Jack and into the sea, to be lost for ever from mortal ken. The brief pause, while the body went over the side and splashed into the water, seemed to strike deeper into our feelings with enforced solemnity.

The service ended, the ship's company dispersed about their various duties, colours were rehoisted, and the ships proceeded again at 14 knots on their interrupted journey.

Our programme in the first instance had arranged that these three cruisers should meet the "Medina" and "Defence" off Port Sudan, but on the passage, orders were received by wireless to proceed direct to Port Said and coal.

Accordingly speed was increased and the remaining part of the journey to Suez passed without incident. We arrived there at 11.34 A.M. and anchored for a few minutes while the pilots came out to us, and we then entered the Canal, followed by the "Argyll" and "Natal." The run through

the Canal was accomplished in record time, taking only 16 hours; consequently we were secured to buoys at Port Said at 3.30 A.M. the following day, closely followed by the "Argyll" and "Natal." Once again coal lighters came alongside on arrival and, after securing, the natives commenced coaling us. The "Medina" and "Defence" were not far behind us, and they secured in their respective berths at 5.45 A.M., the former vessel being placed abreast the Canal Offices, as before.

Our coaling was completed at 11.25 A.M., having taken in 780 tons at an average of 124.8 tons per hour.

Having had a beam wind while coaling, a good half of the coal-dust had blown away to leeward, so that spending the remainder of the day in cleaning ship, etc., made us practically clean again.

That evening our Captain was honoured by a command from H.M. the King to dine on board the "Medina." Leave was given to Petty Officers of the Fleet to go on shore, and a good number availed themselves of the opportunity to buy curios, etc.

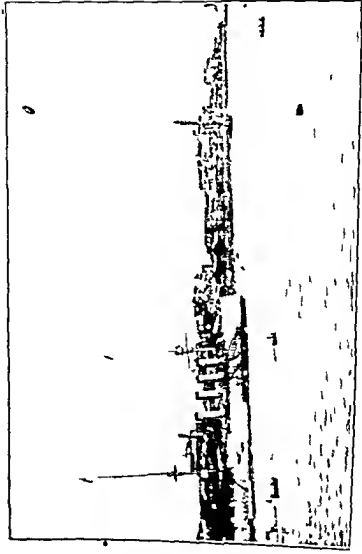
The following day at noon (Sunday), the "Medina" slipped her hawsers and proceeded out of harbour.

Troops had been turned out to line the shore, and standing in the Canal Office grounds were a number of distinguished officers, including Lord Kitchener, and with their waving farewells and the strains of the National Anthem from the military band, the "Medina" gradually drew out of harbour, followed at intervals by the "Argyll," "Cochrane," "Defence" and "Natal."

Dropping pilots and taking up our assigned stations occupied our time until 1.30, when course was shaped for Malta at a speed of 14 knots.

On this stage of the journey we felt the weather decidedly cooler, encountering moderate seas, strong winds, and occasionally showers of rain, the change seeming strange after our brief sojourn in the tropics.

Nothing of note occurred until the morning of Wednesday, the 24th, when Malta was sighted. We were rather before programme time, so the Squadron reduced to slow speed at 7.30 A.M. and steamed about just outside the harbour until a few minutes to ten, when the "Medina" headed for the Grand Harbour, followed by the "Cochrane," "Defence," and "Argyll," the "Natal" going into Shema harbour.



HMS ARGYLL COMING SHIP AT PORT SAID (HOMeward JOURNEY)

Thousands of people had gathered on the terraces, roofs, and streets overlooking the approaches to the harbour, and when the roar and echoes of a Royal salute of 21 guns by the ships in harbour had died away, the cheers and handkerchief waving of the populace and the strains of the National Anthem by civilian bands, betokened the enthusiasm of the ever-patriotic Maltese.

In the harbour were the majority of the Mediterranean Fleet and three French men-of-war, all dressed-rainbow fashion with flags and "manned"

The "Medina" and "Cochrane" secured to buoys in the Grand Harbour. H.M.S. "Defence" took up a berth in Bighi Bay, and the "Argyll" was placed in French Creek.

Troops were everywhere in evidence, lining the streets in readiness for his Majesty's official landing, and hardly had we secured before all ships paraded guards and bands, and manned ship. The cutters from the whole Mediterranean Fleet had formed an avenue from the "Medina" to the Custom House landing place, and at 10.30 A.M. the Royal barge left the "Medina" with their Majesties on board, and as she did so, all ships burst forth with a 21-gun salute.

Escorted by two picket boats and passing through the avenue of boats (now with oars tossed), the Royal barge proceeded to the Custom House steps.

A naval Guard of Honour and a military band were formed up on the steps, and as the guard "presented arms" the band struck up the National Anthem, and a shore battery fired a Royal salute of 21 guns.

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## CHAPTER IX

*The State Landing.—Royal Visits.*

THEIR Majesties were met by his Excellency the Governor (Sir Leslie Rundle) and suite, civic officials and distinguished naval and military officers, and after the formal greetings of welcome had been made, his Majesty inspected the Guard of Honour.

Four splendidly appointed motor cars were waiting, and their Majesties took their seats in the leading car; a few notabilities occupied the remaining three, and then commenced the state tour through the city of troop-lined streets, keeping in check the vast multitude of the excited populace. Throughout, their Majesties met with a warm reception.

The dense crowds, eagerly watching for the appearance of the cars, heralded their approach by loud clapping of hands and

fragmentary bursts of cheers, that turned into shouts of general cheering as the Royal car passed. At several points en route military bands were stationed, and the strains of the National Anthem seemed to inspire the people with a desire to demonstrate their loyalty even more wildly.

Highly gratified and satisfied with the success of their historical state visit to their island colony, their Majesties brought the journey to a close at the Custom House steps at 3.30 P.M., returning on board the "Medina" forthwith, no salute or ceremony being observed.

Shortly before 4 P.M., however, his Majesty again left the "Medina," all ships "manning ship" and firing a Royal salute of 21 guns as he did so, to pay an official visit to the French flagship "Danton" (Admiral Boué de Lapeyrère, Commander-in-Chief of the French Naval Division). His Majesty returned on board the "Medina" about 4.30 P.M.

The following day both their Majesties landed unofficially, his Majesty visiting the military hospital at Cottonera. The arrangements were very favourable to the inhabitants of that historic city, who were assembled in immense numbers to greet



his Majesty There were present the Chapter of the Collegiate Church of St. Lawrence, represented by Archpriest Grech, and several of the clergy The "Duke of Edinburgh's Own" band were in attendance, and the steps, gaily decorated with flags and devices, were carpeted down to the water's edge

Shortly after 11 A.M. there was an outburst of applause, and almost immediately the Royal barge, headed by a Customs launch and escorted by two picket boats, arrived off the steps

The landing of his Majesty, who was accompanied by his Excellency the Governor, was the signal for the playing of "God Save the King" and a fervid welcome from the waiting mass of citizens A few minutes elapsed while the official introductions and presentations took place, and then his Majesty, accompanied by the Governor, entered a waiting motor car and drove off amid ringing cheers

On passing Margherita Hill, which was crowded, the "Prince of Wales" band played the National Anthem Here the decorations were likewise profuse, the Soldiers' and Sailors' Rest exhibiting a welcome in "God bless the King," surmounted by artistic bunting decorations

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At Cospicua Gate, the St George's band had the honour to render a loyal tribute His Majesty arrived at the hospital shortly after 11 30 A M, and was received by Colonel R Porter, M B

The grounds from the gate were lined by the R A M C, under the command of Major Babington

His Majesty then made a tour of the hospital, speaking to several patients and wishing them a speedy recovery, especially in the interest of the two men of the Royal Engineers who met with painful injuries in a bridge accident last November Concluding, his Majesty left at noon

During the time his Majesty was visiting the hospital, her Majesty, attended by Lady Rundle and other high officials, paid a visit to St John's Cathedral The entire route was very animated, and immense crowds had taken up their positions long before to catch a glimpse of their beloved Queen

As the Royal motor car was seen approaching the people in thousands gave vent to their feelings by one long continuous cheer Her Majesty looked fresh, and gratified at the ovation accorded her

Arriving at the Cathedral a few minutes

before noon, amidst deafening cheers, her Majesty ascended the beautiful carpeted steps with Lady Rundle, when his Grace (the Most Rev. Mgr. P. Pace, K.C.V.O., D.D.) the Archbishop and Chapter advanced to receive her.

After shaking hands with his Grace, her Majesty, preceded by the mace-bearer, proceeded to inspect the Cathedral with its priceless tapestry, paintings, and monuments of several Grand Masters of the Order of St. John.

In prominence were the beautiful silver gates of the Chapel of the Holy Sacrament, which contain, among other relics, the historic keys of the Fortress of Rhodes brought there by the Knight of St. John.

Her Majesty was then conducted to the crypt, where lie the hallowed remains of two of the greatest Knights of the Order of Saint John (L'Isle Adam, hero of the great siege of Rhodes, and La Valletta, hero of the great siege of Malta). The Secretary of La Valletta during the siege of 1565, who was one of the two English Knights (Sir Oliver Starkey) is also buried there. The most unique object to her Majesty's interest were the large illuminated books of Divine Office.

Her Majesty was then presented with a splendid album containing photographs of the tapestry she had inspected, and, signing the visitors' book, expressed her high appreciation.

Taking leave of the Archbishop and Chapter, her Majesty motored to the Marina amid a tumult of cheers from the rain-sodden, though none the less enthusiastic, people, who had waited to witness her departure. Their Majesties then separately returned on board the "Medina" for lunch, leaving again in company at 2.55 P.M. for further visits, no ceremony being observed by ships in harbour on either journey.

In the evening their Majesties dined at the Governor's Palace (Auberge de Castille), amongst the distinguished and illustrious company being high officials from the public offices, works, the Church, and naval and military officers.

Following the dinner, their Majesties held a reception, at which the guests passed the Royal presence, and thus terminated the evening's programme, their Majesties returning on board the "Medina," receiving another ovation from the crowds who had waited patiently to witness the Royal departure.

During the following forenoon (26th) his Majesty honoured H.M. Ships "Exmouth," "Duncan" and "Bacchante" with a Royal inspection, and then paid a visit to the Royal Naval Hospital. Her Majesty had during that time visited the Hypogeum, in company with his Excellency the Governor, and met his Majesty the King at the hospital steps.

Here they were received by the Commander-in-Chief of the British Mediterranean Fleet, and the Deputy-Inspector-General of the hospital and principal medical officers, and made a tour of the extensive grounds and well-appointed hospital, evincing much interest in the work of the institution and concern in the most serious cases in hand.

Expressing their satisfaction at what they had seen, their Majesties returned on board the "Medina" at 12.30 P.M.

During the afternoon their Majesties again landed and paid a visit to Verdala Palace, planted a few trees in commemoration of their visit, and then proceeded to Auberge de Castille to take tea with naval and military officers.

Their Majesties gave a dinner party to a few celebrities on board the "Medina"

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that evening, and afterwards graced the Opera House with their presence, attending the gala performance given in their honour.

This was the last occasion that their Majesties would be on shore during their visit, so it is no wonder that when the Royal party left the Opera House and motored to the Custom House steps, they were accorded a most hearty send-off by the waiting mass of people.

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## CHAPTER X

*Leaving Malta.—Gibraltar.—Spanish Royal Visit.*

THE early part of Saturday forenoon (27th) was spent in preparing for sea, and at 10 A.M. the "Medina" slipped from her buoys and steamed slowly out of harbour. All men-of-war (except, of course, the escorting ships) were "manned," and as the "Medina" gathered way, so they fired a Royal salute of 21 guns, followed by three good hearty cheers. Slipping from our buoys at the same instant as the "Medina," we followed her down the harbour and through the breakwater in such a manner as to merit a signal from his Majesty, "Manœuvre well executed."

The harbour entrance as we left presented much the same spectacle as when we arrived; thousands of people lining the terraces and streets, giving voice to their feelings and

demonstrating their sentiments by waving hats and handkerchiefs to the receding "Medina," and civic bands playing the National Anthem, left no doubt in our minds of the Maltese appreciation of the honour of the Royal visit.

Proceeding slowly for a short while to allow the remaining cruisers to form up, we formed in single line, increased speed to 14 knots, and shaped our course for Gibraltar, Malta being soon lost to view.

Reviewing the visit, we had had a nice two days' respite from our voyage, and although we had plenty of rain during our stay, yet we were pleased. With the exception of the first day, few ceremonies had been observed when their Majesties left or returned on board the "Medina," and, except for the ships being dressed and illuminated, ship life was of an ordinary routine nature. Leave had been given to its full extent, and in consequence many curios and canaries were brought on board. The most pleasing part of all was the absence of coaling, its inevitable dust, and the task of washing down.

On Saturday afternoon, a large object was seen floating some distance away on our port bow, and as the Commander-in-Chief

of the Mediterranean Fleet had informed the "Medina" by wireless five days previously that an Italian steamer had abandoned a lighter containing a heavy crane in the vicinity of Tripoli, it was presumed that the object sighted was the lighter in question. H.M.S. "Natal" was then ordered to proceed and examine it, and if it proved to be the lighter, to destroy it, as it was a danger to navigation, and then rejoin the Squadron. She was despatched at 3.10 P.M. and reported it sunk at 4.50 P.M., but she did not rejoin until after our arrival at Gibraltar, as she had found a small steamer "not under control," on her way back; and, after taking her in tow, proceeded to Algiers. The journey through this part of the Mediterranean was a little unpleasant on account of the boisterous winds and heavy sea encountered. The temperature, too, was colder; occasional showers of rain helped to remind us that we had left the warm climate behind us, and were gradually nearing the vagaries of the Atlantic Ocean. All ships, however, made the best of the weather, and throughout the journey, the hands were kept busy preparing for a visit from his Majesty at Gibraltar, an item that had been unavoidably postponed at Malta.

Gibraltar was sighted at 8 A M, and with a moderate sea, high wind, and torrential rain, the "Medina" led into harbour shortly after 10 A M, followed at intervals by the remaining ships. Whilst entering harbour, three Spanish men-of-war off the town of Algeciras fired a salute of 21 guns, the "Cochrane" returning the same with a similar salute, flying the Spanish ensign at the mainmast. A Portuguese Republic cruiser, the British battleship "Venerable," and the cruiser "Cumberland" (cadet training ship) were in harbour, the former in dry dock, and as the "Medina" passed through the breakwater, they fired a Royal salute of 21 guns. The berths occupied by the Squadron were as follows: "Medina," alongside the Gunwharf, "Cochrane" and "Defence" alongside South Mole, "Argyll" alongside North Mole.

A Royal visit had been promised to the escorting cruisers to take place to-day, but we had little hopes of the Royal visit, owing to the wretched weather, and all doubts were put at rest by the receipt of the following Royal message, shortly after 11 A M: "The King very much regrets that owing to the weather it is quite impossible for his Majesty to visit cruisers to-day, which he

had much hoped to do, and time will not permit of his doing so to-morrow."

Of course we were extremely disappointed after having looked forward to and prepared for the honour, but taking the matter in its proper light, as utterly impracticable under the existing circumstances, we took the will for the deed and proceeded to spoil the effect of three days' extra efforts in cleaning mess-deck by preparing for coaling. Shortly before noon the sad news was received that his Highness the Duke of Fife had passed away, and in consequence a reception arranged to take place at Government House that evening was postponed.

The first move towards the execution of the now routine-like task of coaling ship was made at 4 P.M., when four coal lighters secured to our port side. The following morning early, shore labour rigged their stages and planks from their lighters and we commenced coaling.

The natives carried the coal to our ship's rail, and from there our ship's company passed it to the bunkers. At the same time a number of natives were coaling us rapidly the other side, taking the coal from the spacious sheds along the Mole.

At 6.45 A.M. the "Natal" hove in sight

and later secured to the North Mole, and commenced coaling almost immediately.

His Highness the Infanta Don Carlos was to represent the King of Spain in paying ceremonial visits to our sovereign during our stay, and the first sign of the Royal approach was the booming of a 21-gun salute from the Spanish squadron off Algeciras, as his Highness went on board his flagship. Shortly afterwards, they were seen forming into line, the squadron consisting of one battleship (flying the Infanta's flag), two cruisers and two destroyers.

They presented a strange appearance as they steamed across the Bay of Gibraltar, their black hulls, white upperworks and yellow funnels forming quite a contrast to the more familiar sombre-hued grey of our own ships, and bringing to mind the days when our ships were painted in similar colours. The squadron arrived off the entrance of the harbour at 9 A.M., and when the flagship led into harbour, the British and Portuguese ships' fired a salute of 21 guns, this being returned by the Spanish squadron. Tugs attended the vessels, and with their assistance, secured alongside the Detached Mole.

At 9.30 A.M. the Infanta went afloat,

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2  
flying his flag in the bows of his barge, to pay his official visit to his Majesty King George, his departure from his flagship being the signal for a salute of 21 guns from all men of-war in harbour

Leaving the "Medina" half-an-hour afterwards, he was accorded a similar salute

H M King George then paid a return visit to the Infanta, his arrival and his departure from the Spanish flagship being accompanied by a salute of 21 guns in each case H M the King and the Infanta then landed from their flagships, to review the garrison troops who had already assembled in the Alameda Gardens, their departure being signified by a further salute from their respective men of-war Horses had been provided, and their Majesties, accompanied by several of their suites and officers of the garrison, inspected the troops, mounted

Almost the whole of the garrison had been turned out, and although the Alameda Gardens are by no means small, yet there was little room to spare when the many-coloured dressed troops had taken up their positions A Naval Brigade from H M S "Venerable," and a company of Cadets from H M S "Cumberland," represented the naval element Spending some time in

inspecting the troops, the Royal parties returned on board their respective flagships without any ceremonies being observed.

During this time we had been excused taking part in saluting, etc., and in consequence good progress had been made in coaling, so that at 1 P.M. we had finished, taking in 950 tons, the average being 180.8 tons per hour. Cleaning ship occupied the remainder of the day, and as we were to sail early the next morning, all preparations for sea were made in the evening in addition.

The Spanish squadron sailed for Algeciras at 3 P.M., each firing a salute of 21 guns as she got clear of the breakwater. The Infanta's flagship was the last to leave, and as she did so H.M.S. "Cumberland" fired a parting salute of 21 guns in acknowledgment of hers.

A dinner party given by their Majesties on board the "Medina" that evening brought the Royal state visit to a close.

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## CHAPTER XI

*Rolling Home.—Dirty Weather.—The Home-coming.*

THE following day at 5 P.M. (Feb. 1st) we slipped our hawsers and proceeded out of harbour, followed closely by the remaining cruisers, and formed into line outside, while the "Medina" slowly left harbour afterwards, and as she passed, so the cruisers formed astern of her, increasing speed to 16 knots, for the last stage of our homeward journey.

About 9 A.M. we could just discern the masts and funnels of the wrecked "Delhi" off Cape Spartel, and one glance at the coast-line showed how helpless the crew and passengers must have felt when the vessel struck on the rocks. It was on this steamer the late Duke of Fife, accompanied by the Duchess of Fife and their two daughters, were travelling, en route to Egypt.

There was a keen, cold wind and a moderate sea running, and as we altered course to run across Trafalgar Bay, we were met with a stronger sea

Clearing Cape St Vincent during the day brought the rolling seas on the port beam, and these being by now rather large, we commenced to roll heartily and ship seas. The upper deck soon became impassable as the seas constantly swept right across the ship, sending clouds of spray over our turrets and well up the funnels. About 9 P.M. our motion grew more and more, the ship keeping up a constant roll, our torpedo nets being often submerged as the ship heeled over.

During the middle and morning watch of the 2nd we experienced the heaviest rolls, and nearly everything movable capsized. Down on the mess deck (which was well nigh afloat) chests and bags fell over in wild confusion, mess traps fell to the deck, a few stools became unshipped, and being washed from one side of the deck and back again with the roll of the ship, this, combined with the incessant swing of the hammocks, made sleep almost impossible. Blocks, etc., hanging on the upper deck, kept swinging against each other with a metallic clash as the ship rolled from side to side.

Two of our fans temporarily broke down in the stokehold about 1.30 A.M. and gradually we dropped astern of station; and the "Natal" about the same time developed engine-room troubles and dropped even more quickly, daylight finding us about four miles astern of station and the latter vessel almost out of sight.

The remaining cruisers ("Defence" and "Argyll") had kept their place in the line astern of us, and about 8.30 A.M. they hauled out, and putting on to full speed, endeavoured to rejoin the "Medina," and as they passed us they afforded a pretty picture, rolling and tumbling ourselves, the immense rollers seeming like hills and dales as we heeled over; the "Argyll" and "Defence" appeared to be half submerged one minute and riding on the crest of a wave the next.

Later in the day the seas seemed to ease down a little, and during the afternoon we were enabled to dry up the upper deck and use it, but only for a short time. At 7 P.M. we resumed our station in the line, and at 8 P.M. the Squadron entered the Bay of Biscay.

Fresh winds were encountered, bringing with them heavy rainstorms and a strong head sea, this causing us to change our

motion from rolling to pitching. We were washing down again, seas breaking over our forecastle and sending flying clouds of spray over our bridges, and smaller seas dashing against the foremast turrets of the battery, soon swept the upper deck once more, and a couple of small seas finding their way down below, upper deck hatches had to be battened down.

A wireless signal was received about 9 30 P.M., and we heard the sad news that H.M.S. "Hazard" and Submarine A3 had been in collision, resulting in the sinking of the latter with all hands, and having such bad weather as we were at the time, only seemed to impress us more with the appalling suddenness of their deaths whilst doing their duty.

At 1 A.M. (3rd) we sighted the 2nd Division of Home Fleet on its way to carry out strategical exercises with the Mediterranean and Atlantic Fleets off the Spanish coast, but being on different courses, they were soon lost to view again.

16 knots being resumed about 1.30 A.M. Throughout the night we had a bitter cold wind to contend with, and as Sunday, 4th, dawned we ran into a brief storm of sleet.

The Isle of Wight was sighted a few minutes past eight, but owing to the weather we could only see it dimly from time to time. Snow was coming down in drifts, the strong, piercing wind driving it into our faces and causing it to sting.

Just before rounding the Wight we sighted H.M.S. "Antelope," her colours half-mast high, at anchor, keeping silent vigil over the spot where our ill-fated comrades in A3 lay in their last sleep, and our hearts went out in sympathy to those who had given their lives for the good of the country. Altering course round the Warner lightship and Horse Elbow light, we soon sighted the Spit Fort, and the men-of-war at Spithead assembled to greet his Majesty.

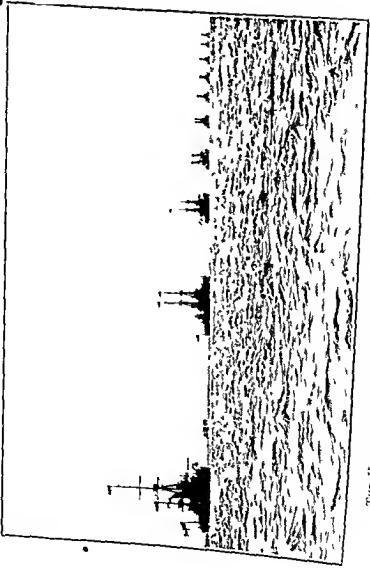
Changing formation at 9.30 A.M., we had the honour to lead the "Medina," until at 9.56 we anchored simultaneously, bringing to an end our historic voyage.

By his Majesty's commands, no ceremonies or salutes were to be given, and hence no salute had heralded our approach. We had

left in a storm and arrived in a blizzard of driving snow, and gazing round the anchorage, what a cheerless scene! The shores of Southsea, Eastney and Gosport lay practically hidden by the haze and snow, while the Isle of Wight was even more so.

The Fleet consisted of H.M. Ships "Neptune," "Temeraire," "Dreadnought," "St. Vincent," "Bellerophon," "Invincible," "Inflexible," "Indefatigable," "Africa," "Hibernia," "Irresistible," "Illustrious," "Zealandia" (battleships); "Carnarvon," "Devonshire," "Antrim" and "Hogue" (armoured cruisers); they were dressed with masthead ensigns and lay in three lines. Those towards the Solent were partially obscured by the elements, and those we could see were half covered with snow, and as we stood and pondered for a moment, that only three weeks previously we had been too warm in white trousers and flannels, with the thermometer at 80 degrees, it hardly seemed possible.

All ceremonies being foregone till the following day, nothing of interest took place until after Divine Service on board the "Medina," when, by his Majesty's command, the Captains of the escorting cruisers repaired on board that vessel.



THE KING'S RETURN—1st BATTLE AND CRUISER SQUADRONS RECEPTION  
THE SQUADRONS, HEADED BY THE "NEPTUNE," FLAGSHIP, ARRIVING AT SPITHEAD

This was for the official leave-taking, and after having spoken at some length upon the duties carried out by the escort during the tour, his Majesty honoured the Captains with the Victorian Order.

At 7.30 A.M. the following morning the "Medina" got under weigh and proceeded into harbour, securing alongside the South Railway jetty just before 8 A.M.

When colours were hoisted at 9 A.M. each ship dressed overall with flags and fired a Royal salute of 21 guns.

A few minutes afterwards her Majesty Queen Alexandra, accompanied by Princess Victoria and the Duchess of Teck, went on board, being met at the gangway by their Majesties the King and Queen with an affectionate greeting. Then followed his Royal Highness the Prince of Wales, Prince Arthur of Connaught and the Earl of Carrington, and a little later the Board of Admiralty and several naval and military officers.

A deputation consisting of the Mayor of Portsmouth (Sir Scott Foster), the Town Clerk (Mr. G. H. Etherton) and the Deputy Mayor (Sir W. Dupree) were presented to their Majesties prior to the departure, and in the name of Portsmouth handed his



# THE KING AND QUEEN

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*The following message was made at 7.50 a.m.,  
February 4th:*

“‘MEDINA’ TO ESCORTING CRUISERS.

“The King thanks you for your escort,  
and wishes you and your officers and men  
Good-bye, good luck.

“His Majesty much regrets that he was  
unable to visit the ships of his escort  
during the cruise, as he had hoped to do,  
owing to circumstances of which you are  
aware.”

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*Approximate Distances travelled during the  
Trip.*

Portsmouth to Gibraltar	1050
Gibraltar to Port Said	1891
Port Said to Suez	87
Suez to Aden	1309
Aden to Bombay	1640
Bombay to Aden	1640
Aden to Suez	1309
Suez to Port Said	87
Port Said to Malta	941
Malta to Gibraltar	960
Gibraltar to Portsmouth	1050

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